



# TWIN CITIES

OF THE  
RED

A stylized line drawing of a city skyline, likely representing the Twin Cities of Minneapolis and St. Paul, positioned behind the word 'RED'. The drawing shows various building silhouettes and a bridge structure.

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The story of the Twin Cities of Winnipeg and St. Boniface is very much a part of the history of Manitoba and it seems impossible to relate the history of one without mentioning the other.

Manitoba was discovered as long ago as 1612 by two English ships—the Resolution and the Discovery, from whose deck Henry Hudson had first scanned the waters of Hudson's Bay in 1610. The ships were on a voyage of discovery—to find a North West Passage to the Orient.

On August 27<sup>th</sup> the ships under the command of Thomas Button, put into the estuary of a great river flowing from the south west named by Button the Nelson after the sailing master of the Resolution.

Before Button was ready to sail from the Nelson winter closed—

in and they were forced to winter on those bleak shores — the first Europeans on what was to be Manitoban soil.

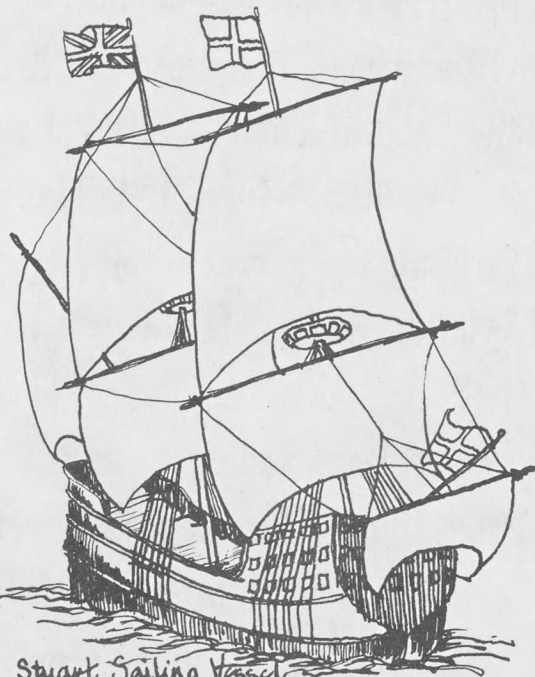
There were to be several more attempts to find a North West Passage in the two decades that followed. It is from these first explorers that we get the first rough maps of the area. But they were not to know the reasons for the extremes in temperatures which had caught so many of them by the early closing in of winter. They did, however, note the — abundance of berries, of wild game and of rich pelts.

It was these early seafaring adventurers who began Manitoba's history but it was from the St. Lawrence and the quest for furs which lead it forward again in 1670 when a ship put into the Nelson and united



the two themes of a North West Passage and the fur trade. This union was to lead to the penetration of the Winnipeg Basin.

The first rumours of Lake Winnipeg were gathered by French traders and missionaries advancing along the Great Lakes after 1650. Two men who grasped the geographical significance of these rumours of three interconnected seas were two frenchmen — Groseilliers and Pierre-Esprit Radisson. What interested them was the news of a water route



Stuart Sailing Vessel.

from Hudson's Bay to the inland sea of Winnipeg — the lake of the Assiniboins with whom they had traded. Here was a route — cheaper and safer than — the St. Lawrence and the Lakes to the rich inland fur region.

They returned to New France to try and find interest and financial — backing for a voyage of exploration and trade from Hudson's Bay into the — inland region. Failing to find support from France they went to England. In 1668 a small ketch, the Nonsuch, carrying Grosseilliers set out to trade in — James Bay. Radisson sailed at the same time in the Eaglet but had to — turn back. The Nonsuch returned the following year with a rich cargo of furs. This led to the founding of the Company of Adventurers Trading into Hudson's Bay in 1670 — with a charter which gave them a monopoly of

trade and possession of the land which they might discover within the Hudson Straits. This gave them the sole right of trading in all the country watered by rivers flowing into the Hudson Bay. The lands to be the colony of Rupert's Land (named after the Prince Regent of England, cousin to King Charles II).

So it was some twelve years later that through the foresight and determination of the French that Manitoba had permanent settlements. Within two years the Indians - Cree and Assiniboins were bringing rich fur pelts from the interior to the posts on the Hayes and Nelson estuary.

Radiisson although he had had the insight and the adventuresome spirit to start the exploration and trade inland from Hudson's Bay was

not paid well and died in poverty.

There was, during the years that followed, great rivalry between the French and the English — capturing posts from one another but always striving to press further into the interior — not only for discovery but to collect more and more furs. As the French pressed westwards from Lake Superior in quest of new fur regions it pushed the Hudson's Bay Company to attempt something more than just coastal trade. So the Company sent out explorers to open up the interior. The explorer Henry Kelsey was the first white man to cross the prairies and see buffalo.

In 1731 Pierre Gaultier de Varennes, Sieur de la Vérendrye took charge of the French expansion of inland trade into the Winnipeg Basin. Between 1732

and 1733 he pushed west and built Fort St. Charles on the verge of the prairies and the Red River valley. But here his progress was to be halted for five years. Men were afraid to proceed too far into the interior for fear of starvation. For the next five years La Vérendrye was to be occupied in setting up trade with the Indians for meat and furs. Also he thrust forward advance parties into the Red River valley. In 1736 La Vérendrye himself reached the Red River by the Roseau River route and in the spring of 1737 was at Fort Maurepas built by La Vérendrye's son Pierre in 1734.

La Vérendrye then returned to New France and it was not until 1738 that he returned to Maurepas and pushed westwards towards the junction of the Red and Assiniboine rivers and further on to Lake Manitoba. Here—

he started the construction of the first Fort La Reine and sent a party back to build a fort at the fork of the Red River to be known as Fort Rouge. — Thus setting up a line of forts cutting off the fur trade to Albany on the Bay. It was this which caused the Hudson's Bay Company to push further inland once again not so much to trade but to persuade the Indians to continue to bring their furs to the coast.

In 1760 New France fell to the British but French achievement, speech and blood was to live on. Trade was resumed as before but now — invigorated by British capital and supplies. English and Scottish free-traders went to Montreal and joining forces with the French in 1784 formed the North West Company.



By 1768 there were four forts on the lower Red River and the——  
Assiniboine - Forrest Oakes, Fort La Reine (Portage la Prairie) Middle and Pine.  
Independant traders pushed further and further west and north until in  
1804 all were to amalgamate in a great monopoly of Northwest trade——  
stretching from Montreal to the mouth of the Columbia.

In 1810 the North West Company built a fort at the junction of the  
two rivers - the Red and the Assiniboine - named Fort Gibraltar - it took a  
year to build and was surrounded by a high stockade of oak. It was an  
impressive structure - the stockade being eighteen feet high and the main  
residence within measured sixty four feet in length. There were two houses  
for servants, stables, smithy, storehouse, a separate kitchen and from——

the high lookout tower guns pointed up and down both rivers.

Pemmican — dried buffalo meat pounded to a powder and then mixed with melted fat and tallow — was the staple food of the voyageurs. To furnish adequate supplies lead to organised buffalo hunts. Voyageurs who chose to remain in Canada as "freemen" after their period of contract mingled with the Indian hunts, learnt the skills of the hunt and in turn — passed on their knowledge to their offspring of mixed blood. These offspring were called Métis and they became uncannily skillful at hunting.

Pemmican was also a staple food in the posts too but only as a last resort. The traders hunted and fished and also cultivated small gardens. The need for cheaper food lead to attempts to grow cereals. The companies to

check costs encouraged this interest in horticulture. The posts of the Hudson's Bay Company even as far north as Churchill had had gardens for many years. The first garden in Manitoba is reputed to have been grown by Nicolas Jérémie around 1713. Some Canadian freemen chose to turn to farming on retirement and there were even cattle on some of the posts. The needs of the fur traders for food lead to the ultimate settling of the Red River Valley.

In 1810 Thomas, 5<sup>th</sup>. Earl of Selkirk bought shares in the Hudson's Bay Company and then used his influence to secure a policy of aggressive competition with the North West Company and also to establish an agricultural colony on the Red River. Lord Selkirk wished to relieve the

suffering of the Highland crofters and Irish cotters who were being driven from their homes by the agricultural revolution.

In 1811 Selkirk dispatched 36 Scottish and Irish labourers under Miles MacDonell, his newly chosen Governor of Assiniboia, as the trait of land granted to Lord Selkirk by the Hudson's Bay Company, was to be called, to prepare for the colonists who were to arrive at the Red River in 1812.

For such a well organised expedition many things went wrong. Owing to rivalry between the North West Company and the Hudson's Bay Company when MacDonell arrived at York Factory he was too late to make the journey to the Red River — he was also without any black —

~smiths.

It was the middle of 1812 when the settlers arrived at Red River — and they had lost half their number. MacDonell scouted the land from St. Andrew's Rapids up to the joining of the Red and Assiniboine Rivers and picked a point which he named Point Douglas. It was a mile from the North West Company's post Fort Gibraltar built in 1810 at the — junction of the two rivers.

Having found the place for settlement MacDonell set the men to — clearing the land. He then rode to Pembina to arrange for a buffalo hunt which would provide food for the men at Red River and also for the — settlers who would arrive later. MacDonell built Fort Daer near the present

town of Pembina.

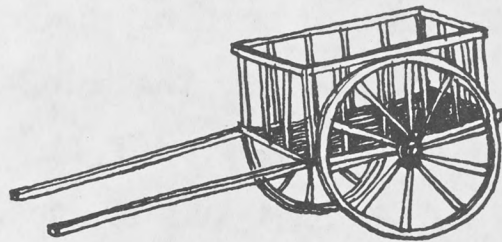
On returning to Point Douglas he found very little had been done and so he set to work himself and sowed the first wheat — which failed. That winter was spent in Pembina and the following spring the settlers returned to start to cultivate their land. The only crop which was successful was potatoes so once again the winter was spent at Pembina.

It was at Fort Pembina, built in 1801, that the first Red River cart was made. These carts were made entirely of wood so that if they broke out on the open prairie it was possible to mend them — with materials that were at hand.



The following year 1814 was a better one — they had now blacksmiths and so had ploughs and after a good summer came a good harvest — although only providing for the following years seed and a little for food. That year also saw the arrival of the Sutherlanders who had come from an area in Scotland called Kildonan. They had been turned from their homes because the landowners wished to turn the land from crop cultivation to sheep rearing.

Most people picture the Selkirk Settlers as working in their fields — wearing the kilt. This was not the case — the Highlanders had ceased to



Red River Cart.

wear the kilt many years before when it had been banned after the defeat of Bonnie Prince Charlie's army at Culloden in 1746. When the law was repealed the younger people had grown accustomed to the more conventional dress of the Lowlands. The Red River Settlement however did have a distinctive dress - it included a richly dyed and patterned arrow sash made by the L'Assomption weavers in Quebec. This sash was wound two or three times around the waist depending on its length, and tied so that the fringed ends swung jauntily. The history of the sash goes back to the early days of the fur trade when the traders wished to impress the Indians by being more brilliantly decked than the Indians themselves. These sashes were

worn throughout the north west both for warmth and decoration but seems to have been adopted mainly by the Red River Settlement. The sashes were worn by gentlemen even as late as 1870.

As well as the settlers who were arriving from Scotland and Ireland the colony was being settled by retired voyageurs and also by employees of the two fur companies. But although the colony was growing, food was a great problem. So much so that in 1814 Miles MacDonell issued a proclamation stating that no food was to be exported from the colony.

It was this proclamation along with the feeling that the Hudson's Bay Company had formed the colony to thwart their trade that caused

the North West Company to destroy the settlement. Working with the settlers first they lured over a hundred to move to the east. Then an order for the arrest of Miles MacDonell was issued and when he had left for trial in Canada they urged the Métis to push the settlers out of their homes. This the Métis did by firing continuously on them until they were forced to flee to Jack River at the northern end of Lake Winnipeg. The Métis then burnt their homes and trampled the crops.

That was not the end of the colony however, when the settlers returned in the summer of 1815 they found one man harvesting the fields. The settlers harvested well that year - providing good seed for

the following year and some for food. The new governor, Robert Semple—  
arrived that autumn with the last of the settlers and once again fish  
from the river and the buffalo hunt at Pembina were the staple food—  
for the colony that winter.

The restoration of the colony at a time when the Hudson's Bay—  
Company was advancing in its move to push the North West Company from  
the Athabasca area worried the North West Company and all that winter  
there were squermishes between the two companies along the Assiniboine  
River.

Early in 1816 Colin Robertson, the man who had lead the settlers  
back the previous year, seized Fort Gibraltar. Later he advised Governor—

Semple to pull the fort down but having seen to this Robertson returned abruptly to Britain. The pulling down of the fort meant that if the North West Company wanted to move down the river their movements could be hampered or observed by Fort Douglas. Whether this was the plan is not known.

The time came to move the pemmican down river to Fort Bad de la Riviere — this being done by two groups of Metis under the command of Cuthbert Grant. They used the river until Portage la Prairie and then moved it overland in carts. When they reached the Forks they moved out onto the plain. Obviously the main idea at that time was to get the supplies to the North West Company's posts and not to tangle with the settlement.



The first group of Métis got passed Fort Douglas without being seen but as the plain was rather marshy they had to come closer to the fort than they had first intended. The second group was spotted from the watch-tower of the fort and Governor Semple and twenty-five men rode out to question them at a place three quarters of a mile from Fort Douglas called Seven Oaks.

Governor Semple rode forward to speak to a Métis called Boucher—exactly what happened is not known but a shot rang out and firing on both sides began. But a small party of infantrymen is no match for a group of men on horseback especially when trained in the buffalo hunt as were the Métis. Semple and nineteen of his men were killed—  
21.

-six managing to flee to the woods lining the river bed. This massacre gave the North West Company control of the Red River Settlement and once more the settlers pulled their oars up to Jack River on Lake Winnipeg there to spend the winter.

When news of the massacre reached Canada Lord Selkirk took matters into his own hands. He hired mercenaries of the de Wattville and de Meurons regiments, those being the names of their commanders. These regiments were mainly made up of Swiss and Germans but with a few Poles and other Europeans.

With this army and a commission as Justice of the Peace, Lord Selkirk started towards the Red River Settlement. Fort William was taken

with no trouble in August 1816. Early in 1817 an advance party of the—— mercenaries surprised the men at Fort Douglas and so once more the Red River Colony was in the hands of the Hudson's Bay Company.

The settlers returned to their farms. With the added incentive and firm direction of having Lord Selkirk actually in the settlement the land was tilled and crops sown although an early fall frost killed most of the crop. The mercenaries were given plots of land on the Seine River which joins the Red on the south east side opposite Fort Douglas and there they settled to farm and to help keep the peace.

Lord Selkirk in 1817 also signed a treaty with the Saulteau and Cree Indians giving him full possession of the land two miles back—  
23.

from the Red and Assiniboine Rivers on either side - stretching from Portage la Prairie to Grand Forks and up to Lake Winnipeg. Thus the Indians signed over any rights that they might have to the land. By this Lord Selkirk hoped that there would be no repetition of the stirring up of the Métis by the North West Company to take the land from the settlers. So an uneasy peace came to the colony.

More retired workers from the two fur trading companies settled in the colony. The Métis also began to settle in the area although the buffalo hunt for them was far more important than to till the land.

Orkneymen, also from the service of the Hudson's Bay Company - began to settle with their native families along the Assiniboine River

above the Forks in what was to be called "Orkneytown".

Missionaries came and so churches and schools sprang up. In 1818 two Roman Catholic priests, the Reverend J.N. Provencher and the Reverend S. Dumoulin, arrived with some French Canadian families from Lower Canada to settle among the half wild Métis. In 1819 the Church Mission Society at the Hudson's Bay Company's request sent the Reverend John West to the colony and he began his ministrations to those Indians and colonists who would accept them. But it was not until about 1851 that the Presbyterian Scots got a minister of their own when the Reverend John Black came to the settlement and opened the first Presbyterian church, now known as Old Kildonan,

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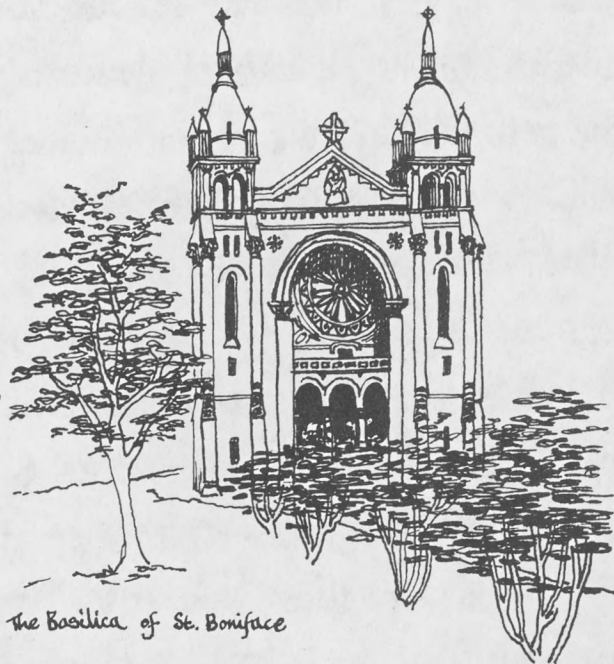
in 1854.

Following a request by Lord Selkirk Father Provencher arrived at the Forks to start the first Roman Catholic Mission in the west. On the east bank of the river opposite Fort Gibraltar he built his mission. When his followers came from Quebec he settled them in Pembina and built a church and a school for them there. When Pembina was declared on American soil he brought his people back to the Forks.

In the meantime he had built, in 1820, a chapel at the Forks which he named St. Boniface after the German saint — for most of the de Meuron soldiers who were living in the area were German Catholics.



Father Provencher worked hard all his life among the French, Métis and Indians. In 1851 an assistant was appointed to Red River. He was Alexander Taché who was to build upon the foundations which Provencher had laid so well. The present magnificent Basilica dates back to 1908 but it was built upon the site of the first Christian church in the Canadian West built in 1818.



In 1818 the harvest looked like being abundant and then just before it was to be harvested locusts descended and devoured almost all of the crops - only the wheat managing to escape. The following year the eggs laid by the locusts hatched and began destroying the crops as early as May. That year there was not even any seed for planting and a party was sent south in 1820 to Prairie du Chien in Wisconsin Territory to buy seed. This seed proved to be good for the area and the strain was thereafter known as the Prairie du Chien. From this time on the lot of the Red River settler was to improve greatly.

During this time the North West Company and the Hudson's Bay Company had been battling with each other for the monopoly of

the northwest fur trade. After a series of incidents, during which the Hudson's Bay Company used the more wiley techniques of the North West Company, and after several lawsuits in Canada, in 1821 the two companies united under the Hudson's Bay Company's name — it being the stronger of the two companies. With the amalgamation of the two companies the future of the Red River Colony was settled. No longer would it be caught in the contest of the two trading companies. With the amalgamation, the Hudson's Bay Company sent Nicholas Garry to oversee what was necessary to the organization of the post for the new monopoly.

A second fort had been built on the site of Fort Gibraltar —

this was enlarged after the amalgamation of the two companies and renamed Fort Garry after Nicholas Garry. Fort Garry was in a rather dilapidated condition at this time - consisting of just a few wooden houses huddled together.

Between 1821 and 1826 the colony assumed the character it was to hold for over fifty years. It was also - with few exceptions - complete by 1826 - the population consisting of the French Canadians and the Métis, on whom they had a steadying influence, in St. Boniface, the discontented de Meuron veterans behind them along the Seine and the Scottish settlers, hard working and sober farmers along the Red. The yearly life of the colony consisted mainly of tilling and sowing

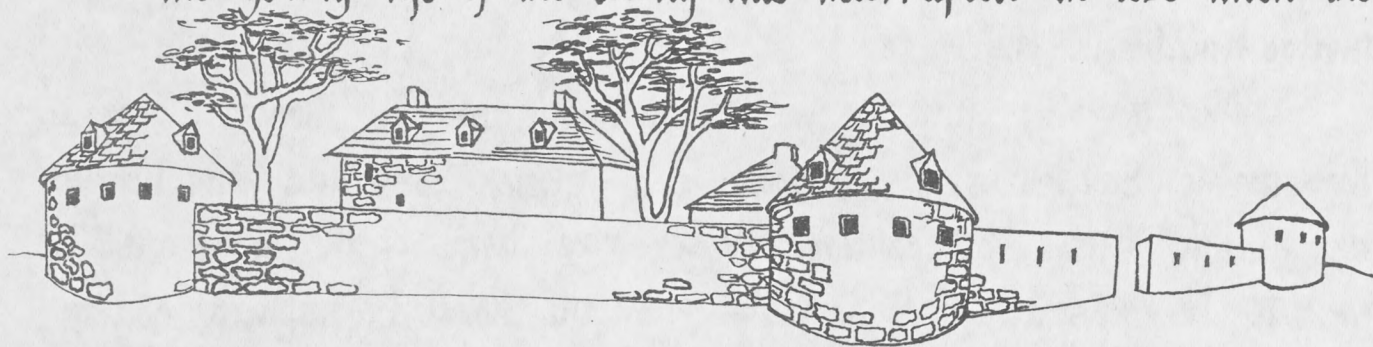
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the land bordering the rivers during the spring and harvesting and the organized buffalo hunt in the fall.

The governor of the colony during this time was George Simpson who had been sent to restore peace between the North West Company and the Hudson's Bay Company when those two great companies amalgamated in 1821.

The governor had as his secretary his cousin Thomas Simpson. This young Scot was an explorer and between 1836 and 1839 he was sent north where he explored uncharted areas of the Arctic coastline. For this he was awarded a medal from the Royal Geographical Society and a pension from the British Government. He was never to learn of

these honours however and died in 1840 in mysterious circumstances. It is said that after murdering two companions he then committed suicide — but the truth of what happened will never be known. He is buried in St. John's Park just outside of the cemetery of the cathedral. The yearly life of the colony was interrupted in 1826 when the



Lower Fort Garry.



first of the Red River floods came and the settlers had to flee their homes for the higher ground and watch their belongings and homes go sailing away down the river. This disaster was too much for the unhappy de Meuron settlers and most of them emigrated to the upper Mississippi valley. The rest of the colony returned to their land when the waters receded to start again. The de Meuron places in the settlement were slowly filled by retiring officers of the two fur trading companies who retired to the Red River Settlement with their native wives and half breed families bringing with them prestige, means and a social grace with a natural aristocracy which enriched the colony.

With the flood of 1826 Fort Garry was almost entirely washed away

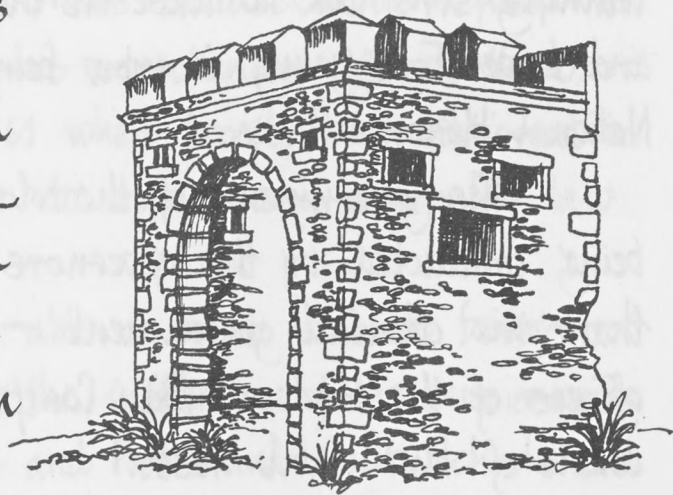
and Governor Simpson decided to build a fort twenty miles lower down the river. This new site was at the head of navigation of the river and so the York boats coming from the north would not have to make the difficult passage through St. Andrew's Rapids to the Forks. The new fort was to be called Lower Fort Garry although it was mostly known as the Stone Fort. The fort was started in 1831 and was finished enough for occupancy by the Governor by 1832. This large bungalow being the oldest building in Western Canada. But the plans made by Governor Simpson for the fort to act as a centre for export trade were too advanced. The stone fort was too far from the settlement.

In 1835 Upper Fort Garry was rebuilt on higher ground and from

then on Lower Fort Garry functioned mainly as a supplementary post. In 1850 Upper Fort Garry was extended and today all that remains of the fort is the northern gateway which was part of the extension.

In the years that followed Lower Fort Garry served as quarters for the various military garrisons who came to the settlement to help to keep the peace but no hostile shot was ever fired from the loop-holed walls.

The appearance of the fort has not



Upper Fort Garry Gate.

changed much since it was completed. The buildings have been preserved by the Hudson's Bay Company and then by the Motor Country Club of Winnipeg who took a lease on the property in 1913. In 1963 the lease ended and Lower Fort Garry is now being restored and is one of the Canadian National Historic Parks.

The government of the colony was a hazy affair — until 1834 — being conducted by the governors appointed by Lord Selkirk rather than the colonial government — always being overshadowed by the officers of the Hudson's Bay Company. There were no police and no courts of law until 1834.

Even when the company took over the government in 1834 very

little progress was made. The law was English Common Law and in 1839 — the company appointed a Scot, Adam Thom to act as a lawyer. Thom — proved unpopular with the French and Métis because of his refusal to speak their language and because of his outspokenness against them. — Except during 1846-1848 and 1857-1861 when troops were stationed in the colony the government was unable to enforce any unpopular law or sentence.

The fact that the colony was able to exist without being — lawless was due to a great extent to the influence of the missionaries. The missionaries, both Roman Catholic and Protestant built schools and had a calming effect on the more restless Métis, converting them, —

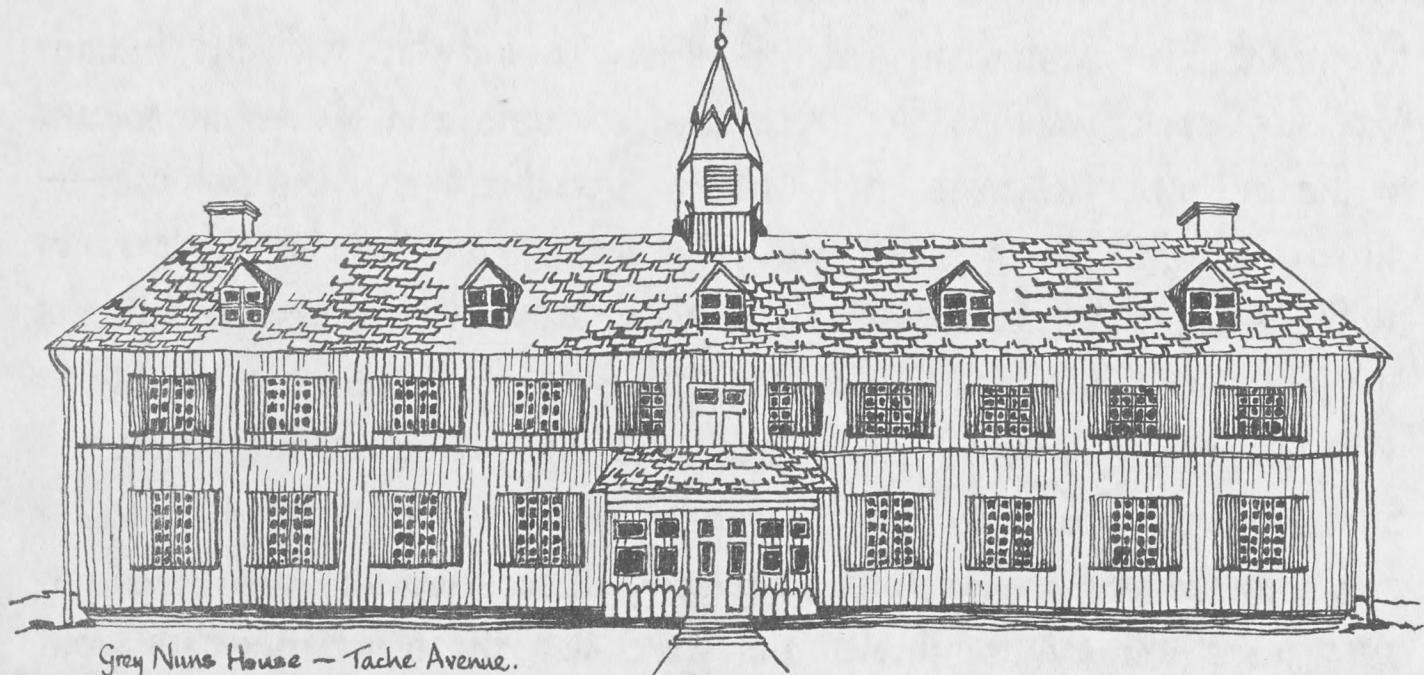
baptising the children and sanctioning the marriage union.

The first school was built in St. Boniface in 1818 and nine years later was well established and on the way to becoming the College of St. Boniface. The success of the school was not great at first — the Catholics educating the Métis so that they were literate but not managing to produce a native priest for mission work. The education of household arts for the girls was also tried and in 1844 with the arrival of the Grey Sisters of Charity was in competent hands. Their house which must be among the oldest in Western Canada still stands on Avenue Tache in St. Boniface.

The Anglican missionaries unlike the Catholic fathers had a



measure of success in providing native boys for the ministry. The Reverend John West combined his missionary duties with the Indians with his work amongst the Protestant colonists and officers and servants of the outlying fur posts. His mission was the first non catholic—church in the north west and like its Roman Catholic counterpart in St. Boniface was destined to become a cathedral. It served both the Anglicans and the Presbyterians of Kildonan — the services being modified to the latter's beliefs. With the church came the school. Successors to West also built schools and in 1849 St. John's College was founded by Bishop David Anderson. These schools of the Anglicans were more like private schools and were not the strict church schools



Grey Nuns House - Tache Avenue.

such as those which were run by the Roman Catholics.

In 1841 the first printing press was made by the Reverend—James Evans for the Cree language. He made moulds from oak, — filled them with twice melted lead from tea chests and used bullets and printed with ink made from sturgeon oil and soot. His paper was made from fine sheets of birch bark. Thus did the early—missionaries in the north west use their ingenuity to educate the Indians.

It was with education and the ministrations of the gospels that the missionaries helped to keep the colony civilized in its fifty years of isolation.

In 1845 the foundation stone of the oldest surviving stone church still in use in Western Canada was laid at Grand Rapids sixteen miles north of Winnipeg - as the site of the present St. Andrew's - on the Red was called. The church was completed by 1849 - the limestone being quarried from the nearby river bank and the timber from the opposite side of the river. The church was built by Duncan McRae, a stone mason from the Hebrides who also built Lower Fort Garry. He fell from the scaffold while building St. Andrew's and remained an invalid for the rest of his life. The first North American Indian to take Holy Orders in the Anglican church was ordained in this church.

St. Andrew's Rectory with its two and a half feet thick walls

which was completed in 1853 was one of Western Canada's earliest — meeting places.

The economic growth of the settlement however was slow and the more talented and accomplished settlers slowly moved away to either the growing settlement of the Upper Mississippi or to Lower Canada. The fur trade was the prime mover of the colony's economy and it afforded but a limited market for farm produce or plains provisions of the hunt. So there was little room for expansion of farming, stock raising or hunting — each — operating as a check on each other. The only hope of economic gain lay in trading and the Hudson's Bay Company held the monopoly.

The company tolerated only so much. They did not mind if the

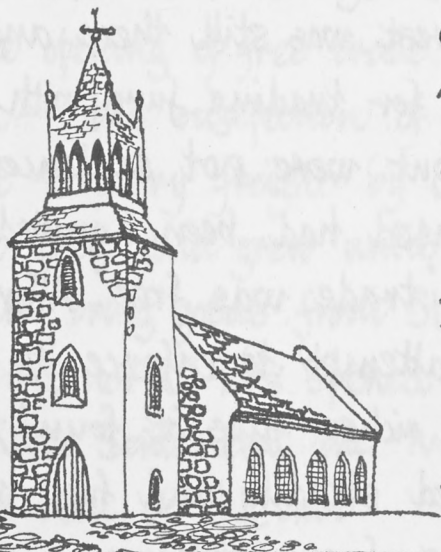
colonists traded from the Indians as long as the commodities were for their own use—they could not however exchange them. At the same time—small private traders were allowed to import a small amount on the company's ships for sale in the colony. These small traders were allowed only as a sort of wall to stop the infiltration of the American traders to the south. But as the only way a young man could earn extra money quickly was to trade a few furs bought from an Indian, with the Americans of St. Paul or other settlements on the Mississippi "free trading" grew rapidly. This worried the company so much that in 1844 Governor Alexander Christie tried to put a stop to it by controlling the mails and instituting a trading licence which called for the licensee to

44.



abstain from the fur trade.

The fur traders opposed this strongly and it was soon evident that only a military force would be able to maintain order in the colony. This neither the colony nor the company was able to do. But in 1846, fortunately for the company the threat of war with the United States made it possible to have a detachment of regular troops in the settlement. This quietened the colony — partly because of



St. Andrew's on the Red.

the presence of the scarlet coated British soldiers and partly because the soldiers provided the free traders with a market.

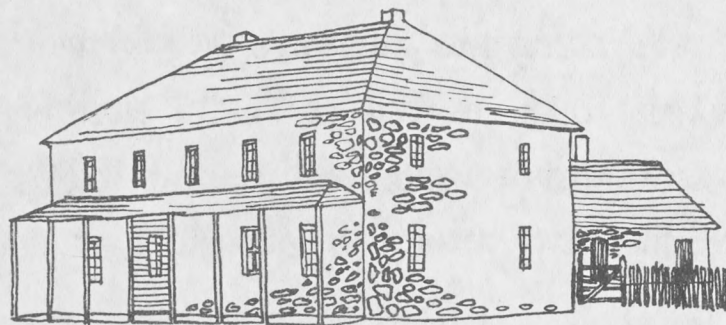
Under the surface however the unrest was still there and it came to a head with the trial of four Métis for trading furs with the Indians. The Métis were found guilty but were not sentenced and this lead the crowd to think the accused had been acquitted and they left the courtroom yelling that "trade was free". After this trial in 1849 the company did not again attempt to enforce its monopoly but relied upon its strength and the richer furs it found in the north. Open trade with St. Paul developed steadily and free traders spread over the area as in the old days of competition.

So the colony continued — river lot, buffalo hunt and fur-trade for the next ten years.

The opening of free trade with St. Paul gave rise to a new occupation — the occupation of cart-freighting and the men who contracted to carry freight by cart to St. Paul or Saskatchewan. This occupation grew and grew until in 1858 even the Hudson's Bay Company began bring goods from St. Paul by cart as well as by the river routes of the north. This opened a new supply route to the west with the Red River Settlement the hub of the new transport system just as it had been of the old.

While all this was going on farming continued with the sober

Scots along the Red River. The harvests providing just enough to feed the colony but with none left over. However the young people were beginning to drift away—the excitement of the hunt and the quick profit of free trade looking much more attractive than agriculture.



St. Andrew's Rectory.

In 1852 came the second of the great floods since the colony was started and once more the settlers were forced to flee their homes.— Some of them, lead by the Reverend William Cockran who had founded the parishes of St. Peter's and St.—

Andrew's-on-the-Red leaving the settlement to go to Portage la Prairie.

However with the lifting of the Corn Laws in Britain a new seed was brought in — the 'Black Sea Wheat' — this being a forerunner of other strains, new agricultural implements were brought in and farming grew. More missionaries came including in 1851 the first Presbyterian minister — the Reverend John Black. Trade flourished between the settlement and St. Paul. — There were many signs by the middle of the 1850's to show that the Red River Settlement was beginning to drift out of its long isolation.

Before 1849 changes had come from within the settlement — now outside influences were to start a change.

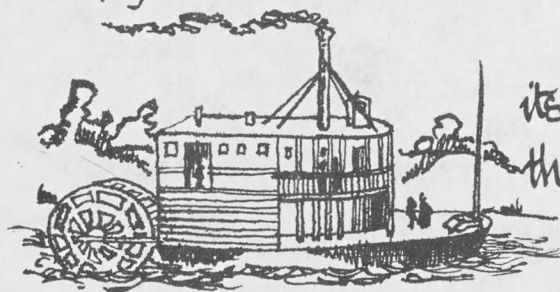
Ambitions were growing in Canada, America and in Britain to own the whole of the north west and to end the monopoly of the Hudson's Bay Company. In 1857 a committee in Great Britain was set up to hear opinions as to whether the north west had possible agricultural land. Expeditions set out to review the land. They came from Britain, Canada and America and went overland to find openings for settlement. All these expeditions went through the Red River Settlement and so the riverbound farmsteads formed a narrow base not only for water traffic but for a great system of cart tracks.

Opinions differed but it was generally agreed that there was possible land for settlement running through the valleys of the Red



and the Saskatchewan Rivers but that the far north could be left to the monopoly of the Hudson's Bay Company. It was also agreed that it was possible to extend the railway from St. Paul to Fort Garry and on to the west.

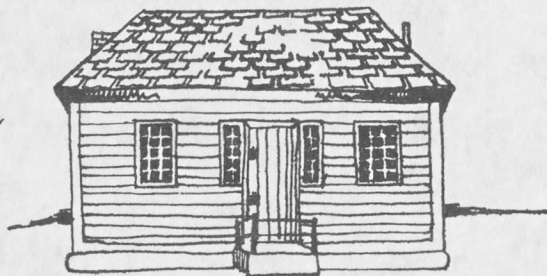
In 1859 the Anson Northup launched at Georgetown sailed up the Red River to Fort Garry. She was the first of a succession of steamboats to ply on the Red River until the coming of the railway.



So the settlement was beginning to show its importance as a centre of communications that it was to become in the future.

In 1852 work was started on what was

to be the first post office in the settlement but owing to the flood of that year the house was not finished until 1855. In addition to the postmaster, William Ross, the staff included Roger Goulet who carried the mail to Pembina. In 1948 the little log house was moved from its original site and can still be seen near the Canadian Pacific Railway Station where it serves as a small museum of the pioneer days of the Red River Settlement.



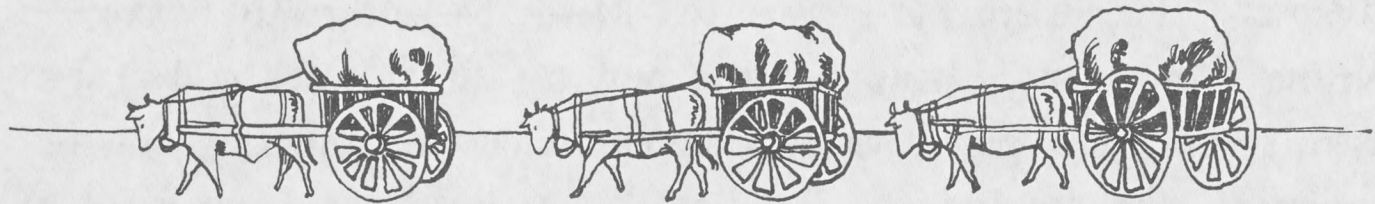
Ross Museum.

With more trade from the south better implements for farming and machinery were brought into the Red River Settlement. Amongst

which in 1859 was a printing press. Using this press two young Canadian newspapermen William Buckingham and William Coldwell set up the first newspaper in the small village between Fort Garry and Point Douglas. They called the paper the 'Nor'Wester and published weekly, using its pages to urge the end of rule by the Hudson's Bay Company and rapid annexation to Canada.

Another change in the colony during these years was the discovery of gold on the Fraser and North Saskatchewan Rivers. Young men turned from hunting and carting to wash gold. Furs were better than gold however. The American and Crimean Wars increased the demand for buffalo robes so hunts were organized in

the summer and fall going far out into the prairies. The Hudson's Bay Company's monopoly of the whole of the north west was not renewed but it was still to hold on to its charter in Rupertsland. So more and more buffalo hides took up space in the carts of the free traders. By 1859, however, the end of the buffalo hunts was in sight — sometimes the hunt failed completely and always now the hunters had to travel far out into the prairies before they found any buffalo. With the



end of the hunts would come the end of freighting by boat and cart.

This was beginning to cause unrest amongst the Métis who relied on these occupations for their existence. The unrest of the Métis and the fear that they would join forces with the American troops just over the border made Governor Simpson send for a detachment of troops who arrived in Fort Garry in 1857. However by 1861 when their time for relief came no one wanted to pay for them so they left the colony once again to be without a garrison.

The free traders in the area had built their stores on the east side of the Red River but with the flood of 1861 they moved to the west side to the little village between Upper Fort Garry and Point Douglas where

Andrew McDermot and A.G.B. Bannatyne had their stores. In this area after 1862 sprang up the stores of the free traders. The small village, product of free and international trade was, to begin with, jokingly called McDermots-town but then was formally named Winnipeg, an Indian word meaning 'muddy waters', to distinguish it from Fort Garry.

More immigrants came from the east and south - the Canadians for the most part desiring to own land and the Americans settling in the habitated areas as traders.

With the great interest in land it also assumed importance to the Métis and they claimed the lands of the north west through the blood of their mothers. The only land they did not claim was that granted-



to Lord Selkirk by the Indians in 1817. Even these claims became shaky after Chief Peguis, one of the original signers of the treaty protested that the Indian title had not been properly extinguished. After 1861 settler, Indian and Métis were aware that few land titles were secure — the majority of the lots being held by squatters rights only.

Change was on its way and there were three possibilities for the growth of the settlement and the north west as a whole. The first was for the north west to become a Crown Colony. Second was annexation with the United States with self government and protection by Federal troops of the republic. This would end the monopoly of the Hudson's Bay Company, speed rail construction and end the 4% custom duties at

Pembina. This was urged by the merchants in St. Paul and their representatives and the American traders in Winnipeg. The third possibility was union with Canada. This was not a big commercial proposition but the north west was tied to Upper and Lower Canada by historical connection and political allegiance. Many of the immigrants were originally from Canada. Even in this however there was disention as the Catholics of Lower Canada did not trust the Protestants of Upper Canada.

Supporters of the union with Canada, called the 'Canadian Party', included James Ross and was lead by Dr. John Schultz. They used the newspaper the Nor'Wester to agitate for the union. Their cause was helped by James Stewart at St. James when he agitated for government by the

people and suggested that no taxes should be paid until one was formed.

As well as the Canadian Party there were the Métis, under the leadership of Louis Riel, who also wanted to enter the union with Canada but who wanted entry with certain terms which would guarantee them rights in the new government.

The main concern of most people with the idea of the union was who would control the new government — the natives of the north west or the Canadian Party and immigrants. The Métis feared domination by the english speaking Canadian Party who expressed great confidence of control and boasted of their connections with the new government.

Surveyors started making preliminary surveys in anticipation of

the transfer and land rush. They were received with distrust by the Métis. On October 11<sup>th</sup> a party of Métis lead by Louis Riel, grandson of — Marie Lajimonière, — the acclaimed first white woman to come to the Red River to make a home, and Jean Baptiste Lajimonière, one of Miles — Macdonell's buffalo hunters and a good friend of the Hudson's Bay — Company, stopped a party of surveyors. They challenged the right of the Canadians to make surveys in the north west before the Indian and half-breed title had been extinguished. The surveyors withdrew quietly and continued their surveys in the English parishes to the north and west.

The strength of the Métis defiance rested on their unity and superiority in numbers. When the news that the Hon. William McDougall

60.

had been made Lieutenant Governor the Métis formed themselves into an army - under the leadership of Louis Riel, a Métis who had been educated in Montreal. The Métis army built a barricade at St. Norbert and stopped McDougall from entering and taking over the territory. They wished by this act to prevent the Canadian parliament taking over Manitoba until they could talk over terms to safeguard the Métis and the other settlers. The Canadian Parliament was afraid that the Métis wanted annexation to the United States so decided on a show of force. Before this could happen Riel siezed Upper Fort Garry. He let the fort function as usual but it meant that at the moment Riel had the upper hand. He then formed a civil government consisting of twelve French delegates and twelve English

61.

delegates.

The English were more conservative—they agreed that they wanted terms but were afraid to go against the law. While the delegates were meeting at Fort Garry news came of the Queen's Proclamation.

McDongall believing the proclamation would be made on a certain date made up his own, little knowing that the fact of the Riel Rebellion had delayed the proclamation while more information of the situation in the settlement was sought.

When McDongall's proclamation reached Upper Fort Garry it was accepted by both the English and the French. The French withdrew to draw up a list of rights, the English wanted McDongall brought from Pembina to the



fort.

When Riel realized this he dismissed the English delegates because he wanted his list agreed upon by the Canadian parliament before the new governor took over the settlement. At this McDougall made a deputy of — Colonel John Stoughton Dennis, who raised a small force to aid Dr. John Schultz who wanted to make a stand. The rallying point for these "loyalists" was at Lower Fort Garry. Riel when he heard of the rallying of the Canadian Party marched to Schultz's house and took Schultz, Dennis and all their followers prisoner. This led to an uneasy peace, Riel then set up a — provisional government. He had got his wish but had had to use force which he had not wanted to use in order to achieve it.

The Canadian Government saw what Riel wanted and sent a ——— commissioner to see what rights the Métis were demanding. The commissioner Donald A. Smith managed to unite the English and French and the American influence in the colony died out completely. Riel was defeated in his wish to have the settlement enter Canada as a province, although this was agreed to later, but he was strong enough to get delegates elected to go to Ottawa to discuss the union. Having achieved this he released his prisoners.

Dr. Schultz and a man named Thomas Scott rallied the prisoners to march once more on the fort. Later they decided to disband but on their way home to Portage la Prairie some of the men, including Scott were captured by a group of Métis. In prison Scott was rude to the Métis, — he angered

64.

them so much that pressure was brought to bear on Riel to sentence Scott to death. In order to keep his followers in line Riel had the sentence—carried out and it was this violent blunder which started the real down-fall of Riel.

The delegates were well received in Ottawa and the settlement became the province of Manitoba. The word is believed to come from a Saulteaux or Cree phrase meaning "the God that speaks". The new province was small—most of the north west being territory controlled by the government in Ottawa. Bishop Taché who was in Ottawa at this time begged for an amnesty for Riel and his followers—many of them received it but—because of the folly of killing Scott, Riel's own life was in danger.

A new governor Adams G. Archibald was appointed and left for the settlement. A show of force arrived first but by the time they reached the fort Riel and his close followers had fled. Riel hid for awhile in St. Boniface and then went to Pembina. Years later when asked by the Métis in Saskatchewan Riel gave up a teaching post he had in Montana and went to help them fight their cause. Having been exiled from Manitoba he was hanged in Regina for his part in this rebellion in 1885. However his body was brought back to Manitoba and he was buried in the graveyard of St. Boniface Cathedral.

Archibald had quite a problem when he eventually arrived in the settlement to restore order—he had to quieten the French and to listen

to Dr. Schultz and his followers. The whole of the settlement was going through a period of restlessness and Governor Archibald had to subdue them all. Small tragedies occurred owing to the unrest of the population ~ for instance a follower of Riel ~ Eleazar Goulet drowned in the Red River while trying to swim away from a group of hostile Winnipeggers. His name lives on in Goulet Street in St. Boniface. An Assomption sash belonging to Goulet can be seen in St. Boniface Museum.

The first legislature was held in the house of A.G.B. Bannatyne ~ they were all moderate men ~ no Schultz and no Riel. A new news~paper was formed called "Manitoba" and a small police force elected. In 1870 Lower Fort Garry became the first provincial penitentiary ~ the soldiers

67

garrisoned there sharing the area with the convicts who were housed in a special building which later became the first mental hospital - set up in 1885 by Dr. Young.

Meanwhile the weight of numbers in the province passed from French to English. The Métis and the English half breeds were withdrawing - following the buffalo. They had won the fight for land rights, language and faith but had not won the right to follow their own way of life.

With the entry of Manitoba into the dominion immigrants started to arrive in the settlement. English immigrants arrived, French settlers from Lower Canada and then Mennonites who proved it was possible to farm on the open treeless prairie. Until this time it had been

68.



thought necessary to have a lot backing on to the river. The Mennonites also introduced the growing of flax. Later Icelanders arrived. This led to group settlement and the clinging together in Manitoba of ethnic groups and societies although the new immigrants still followed the old Red River settlers methods of farming.

Winnipeg had grown rapidly during these years ~ from a village of one hundred people in 1871 ~ by the fall of 1875 it had a population of over five thousand and had been a city for two years. Winnipeg and Fort Garry having merged using Winnipeg as the name. The Ontario Militia were garrisoned at the fort until the coming of the Royal North West Mounted Police so Winnipeg was both the seat of government and a garrison

69.

town. Winnipeg was a booming town and traders and land speculators flocked in. It was no provincial town but a metropolis. It was still prosperous in the fur trade but interest was growing in farming which would eventually pour streams of stock and grain eastwards through the Winnipeg markets. Many things were changing in the city and its environments. The yoke boats were being replaced by steam boats. The Hudson's Bay Company opened a retail store. The commerce of the new



city rested at the moment on the fur trade but many new industries were growing up in anticipation of the agricultural boom which was soon to follow. Banks were coming to the

city, real estate was a thriving business along with building industries such as brick making and lumber yards. Then followed flour milling. The flour went to local bakers, cart brigades, to outfit new settlers, to survey gangs for the railway and some to Chambers biscuit factory which opened on May 1<sup>st</sup> 1876. With all these different industries Winnipeg became a — rough, wild town and it was said that seventeen different languages were spoken on the streets.

With the growth of the city and the springing up of new houses — everywhere, roadways were surveyed along the river lots, side walks were made, sewers built and a city hall and market begun. Winnipeg even had a coat of arms — three wheat sheaves in gold and a locomotive — although

71.

it was to be more than three years before Winnipeg actually had a railway. The motto was 'commerce, prudence, industry'. The Winnipeg General Hospital was built in 1872 and moved to its present site in 1875.

In 1872 the North West Mounted Police were formed and following in the tracks of the Hudson's Bay Company strived to make the whole of the country lawful. The first one hundred and sixty one officers and men reported at Lower Fort Garry in 1873 to take the oath of enlistment. There they drilled and learnt police procedure and the first patrol set out in December from its temporary headquarters at the Stone Fort. It was not until 1904 that the prefix "Royal" was bestowed on the force in recognition of its record of service. In 1920 the whole of Canada came—

under its jurisdiction and its name changed to Royal Canadian——  
Mounted Police.

With the growth of Winnipeg came the start of various professional, national and athletic clubs — for instance the Manitoba Club, the Manitoba Law Society, the Manitoba College of Physicians and Surgeons, St. Andrew's, St. George's, St. Patrick's and the Caledonian Curling Club in 1876 — the most general and typical of sports in Manitoba.

Then in the middle of this expansion came the news that the——  
railway would be delayed but worse came the news that it would cross the Red River at Selkirk, originally called The Crossing, and not at Winnipeg.

In 1876 the city exported its first shipment of wheat to Toronto. The

wheat crop in Ontario had failed and the eastern province turned to Manitoba for seed. It was gathered from the local settlers and it led to more interest in settlement. As more immigrants arrived in the area to farm and the export of wheat and grain grew the mills worked under pressure. The first elevator was built in St. Boniface in 1880 and was soon followed by many more. The steam boats did their best to cope with the extra freight but it was plain that only a railway would be able to handle it all. It was necessary for the railway to cross the Red at Winnipeg if the city was to grow in the future and Winnipeggers worked towards this end.

In 1881 they triumphed. The railway would come through Winnipeg.



The main shops were also to be in the city — but the triumph was costly for the city gave an exemption from municipal tax to the railway. They also gave them right of way and valuable land for station and yards. This was to cost them dearly in the future but it had given Winnipeg the chance to fulfill its promise as a great city — a gateway to the west coast and the Pacific. Winnipeg by the 1890's had become the centre of a system of railways radiating over the province and the north west and — was fast becoming the distributing and wholesale centre of the Canadian north west.

The education of the settlement had, until this time, been conducted entirely by the church — rather more strongly by the Roman Catholics than

by the Protestants whose schools were not influenced very much by the church. However the whole of society joined together in two of the yearly holidays — 24<sup>th</sup> May and Dominion Day on July 1<sup>st</sup> which were celebrated with sports and folk songs. In 1877 St. Boniface College, St. John's College — and Manitoba College amalgamated to make the University of Manitoba.

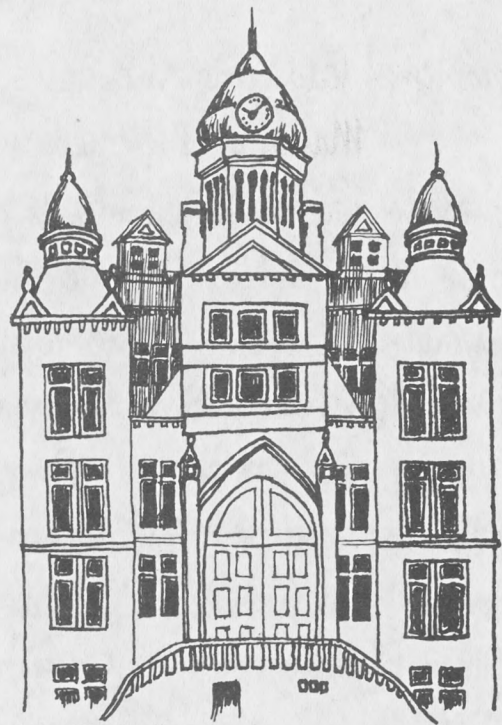
1881 to 1882 were boom years for Winnipeg. The growth of the city was rapid. Land was bought and sold at high prices — not only in the city but throughout the whole of Manitoba. Buildings sprang up overnight. But this boom was not to last — the following years were years of conflict for the province. There were arguments with the farmers, the rail — way over branch lines and also boundary problems with Ontario. All these

76.

problems lead into the years of depression from the end of 1882 to 1887.

Many of the newer settlers moved south to the United States or further west. All efforts to attract more immigration was in vain. It was only the efforts of private philanthropers which brought in further settlement. Highland crofters came to join the original Selkirk Settlers, Hungarians, more Ielanders, Scandinavians in small numbers. Not all these new immigrants settled in Winnipeg though many of them settled further out into the country. The harvest of 1887 put an end to the years of depression for it was a bumper crop and it was with this crop that the Winnipeg Grain Exchange was organized. And so even through years of depression Winnipeg had continued to grow as a commercial metropolis.

The years of 1889 to 1890 brought disputes. A rival railway to the Canadian Pacific Railway was formed although it was going to have a bitter fight before it would be able to build a competitive company in the province. The Canadian Northern Railway built one hundred miles of track in 1896 to Dauphin and from this small beginning it became a transcontinental railway. These years also brought the abolition of the dual system of education



The Old City Hall.

and the use of French as an official language—although the latter—abolition still allowed for a French Canadian to have the right of trial by a French jury in a provincial court. The new education law stated—that for schools to be financed by the government they had to come—under state control, under a board of trustees, who would in turn be under the jurisdiction of the Department of Education. Any private—schools had to be supported solely by gifts and fees. This act was to—cause many problems in the years to come.

The development and flow of immigration, except from two sources, slowed down during the first half of the 1890's because of the drop in wheat prices and the long period of rainfall. There was a movement of

79.

American farmers northwards to the cheaper lands of Canada and 1891 saw the first of the Ukrainians to arrive thus beginning the great Slavic movement of 1896. This Slavic move to Canada has a rather interesting history. In Galicia, now part of Poland at that time part of the Austrian Hungarian Empire, in the village of Nebilow three men set out to journey to Canada. At the border they were stopped by guards and their belongings, most especially their money, checked. It was found that two of them were short of the stipulated money. So they pooled their coins and two travelled on to Canada and to Winnipeg. The third returned to the village to wait until the rest of the villagers would leave their homeland to make a new life for themselves in Manitoba.



During these years when farming was becoming mixed and machinery first being used to any extent Winnipeg was changing from a racy frontier town to a quiet provincial capital - conservative and sedate. Street transport was improved and changed from horse drawn carts to electric street cars. A popular sport started during these years also - that of ice hockey. In 1892 the Great West Life Assurance Company was formed - now one of the largest in Canada. In 1896 the price of wheat started to rise and the boom years started.

In the next decade or so there was a rapid growth in industry and farming and this brought about a new influx of immigration to the province. The growth of the railway added to this boom. But although

Winnipeg was growing rapidly the methods of Education were standing still—there were no teachers to educate the immigrant children who spoke no English and as education was not compulsory many of the children did not go to school at all. This lead to the first cases of juvenile delinquency in Winnipeg.

By the middle of the first decade of the twentieth century the provincial government was stepping into many of the industries—it owned the telephone company and also owned elevators. Winnipeg continued to grow as a metropolitan city and between 1901 and 1911 the population—increased to 100,000. In 1905 T. Eaton and Company built their departmental store on Portage Avenue, this was equal in size to their store in the east and

was an indication of the growth of the city. In 1911 the Union Station was built — to be followed two years later by the Fort Garry Hotel. To house and cater to the boom in industry building flourished — Winnipeg spread out to include the villages of St. John's and St. James. St. Boniface also was joined on to Winnipeg — forming what was almost an industrial suburb — the cathedral and mission houses almost being lost in the middle of four mills and abattoirs. The 'North End' of Winnipeg was becoming almost a foreign city with so many of the Slavic people living there and keeping almost entirely to themselves — keeping alive the habits and traditions — they had brought with them from the old country.

The assimilation of the Slavic people was difficult. The Germans and

Scandinavians being mostly of the protestant faith merged with greater ease but the Ukrainians, the "Galicians" were more difficult — being completely the opposite from the solid Scots. The Polish group — being in the minority were assimilated by the Ukrainians but the assimilation of the Ukrainians has taken time. The Europeans settling in the north of the city attracted the Jews who also settled there. Today the North End still has a Central European flavour with many different languages being spoken on the streets and the various styles of architecture showing in the designs of the Eastern Catholic and Orthodox churches.

By the twentieth century Winnipeg was a railway city with almost total extinction of river traffic — even the building of the control dam at

Lockport in 1910 to flood the St. Andrews Rapids failed to produce a — revival of commercial traffic on the Red River.

Industry was increasing in the city — more railway shops, iron works, carriage and saddlery shops, flour mills, Paulin Chambers biscuit factory and Dysons pickling plants.

In 1901 the Manitoba Water Power Electricity Company was formed. In 1906 the Winnipeg City Hydro was formed so that from 1911 Winnipeg had two power plants — one publically owned and one private — working in competition with each other. For a long time she had the lowest electricity rates on the North American continent.

In 1905 it was discovered that the design of the Coat-of-Arms of

the province had not been registered. And so thirty three years after it had become a province Manitoba was assigned a Coat of Arms. — Vert on a rock a buffalo stantant proper, on a Chief Argent the Cross of St. George — which means against a green background, a buffalo standing on a rock, above — which on a silver background the Cross of St. George. In 1906 an act was



Coat-of-Arms.

passed for the floral emblem to be the anemone patens — known in Manitoba as the prairie crocus. This emblem was chosen by the school children of the province. In 1962 Manitoba had the design of its tartan approved officially. The significance of the colours is as follows: the dark red squares — the Red River Settlement; the green squares its



natural resources, the azure blue lines for Lord Selkirk, the dark green lines for the many races of Manitoba and the golden lines for agriculture. In 1966 the Manitoba flag was officially proclaimed. This flag is the Red Ensign—a red flag with a union Jack in the upper left canton, bearing the coat-of-arms of the province.

1906 brought Sunday street cars much to the horror of the more religiously minded people of the city—but that year also brought the street car strike which erupted into violence and it was necessary to call in the troops to calm the city down.

Also during this time a clause was written into the school act which was to cause much trouble. It said that when ten parents asked

for a particular language it could be taught in a school. This weakened the education system much as children, especially of Slavic origin were growing up fluent in their mother tongue but hardly speaking English at all. This was owing to the fact that they had been taught the language by someone who knew very little themselves. This also did not help the assimilation of the various ethnic groups.

Winnipeg during this time was still a raw city — a city of prostitutes and bars and a social worker called Margaret Scott did her best to help all these people to live a more sober and worthwhile life. She is remembered today with a school in the North End of Winnipeg which was named after her.

In 1911 the site for the new legislative building was passed in downtown Winnipeg and an architect commissioned to design the building. But with the boundary extension of 1912 came the climax of the great boom and land values started to fall.

In 1913 came a depression — there was no more British money — flowing into the province and this resulted in unemployment — although exploration was started on the eastern mineral belt of Manitoba. The opening of the Panama Canal in 1915 meant the growth of Vancouver and less rail traffic through Winnipeg. The era of its being one of the few routes through to the west coast was over. In 1916 an act of parliament was passed which prohibited the sale of liquer — St. Boniface and the

89.

North End were the only parts of Winnipeg which opposed the act. Manitoba thus became the first province to have prohibition. But in 1923 the first liquor commission was set up and five years later came the legalised selling of beer.

1914 had brought war and many volunteers crossed the Atlantic to fight on the soil of France and Germany. By 1917 conscription had started in the province and as well as man power, wheat and stock were also being sent to the war effort.

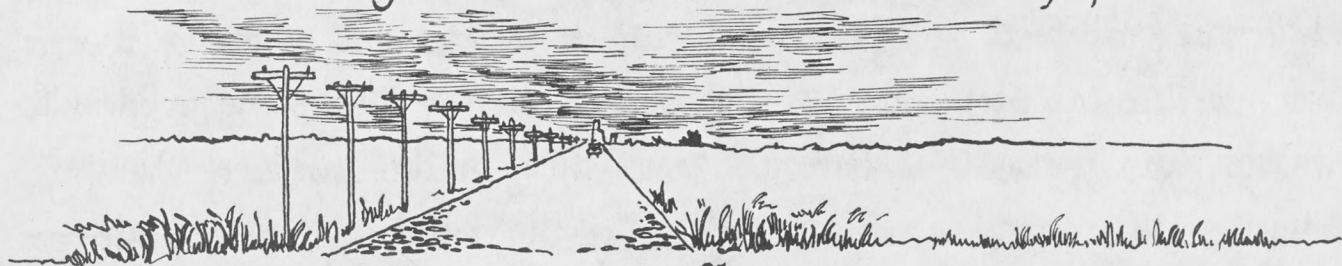
During the four year period of the war Manitobans fought bravely - fourteen men from the province won the Victoria Cross. Three of these men came from a single street in Winnipeg which was renamed "Valour Road"

90.

in their honour.

1919 brought the general strike which disrupted the city for many weeks although there was not much violence.

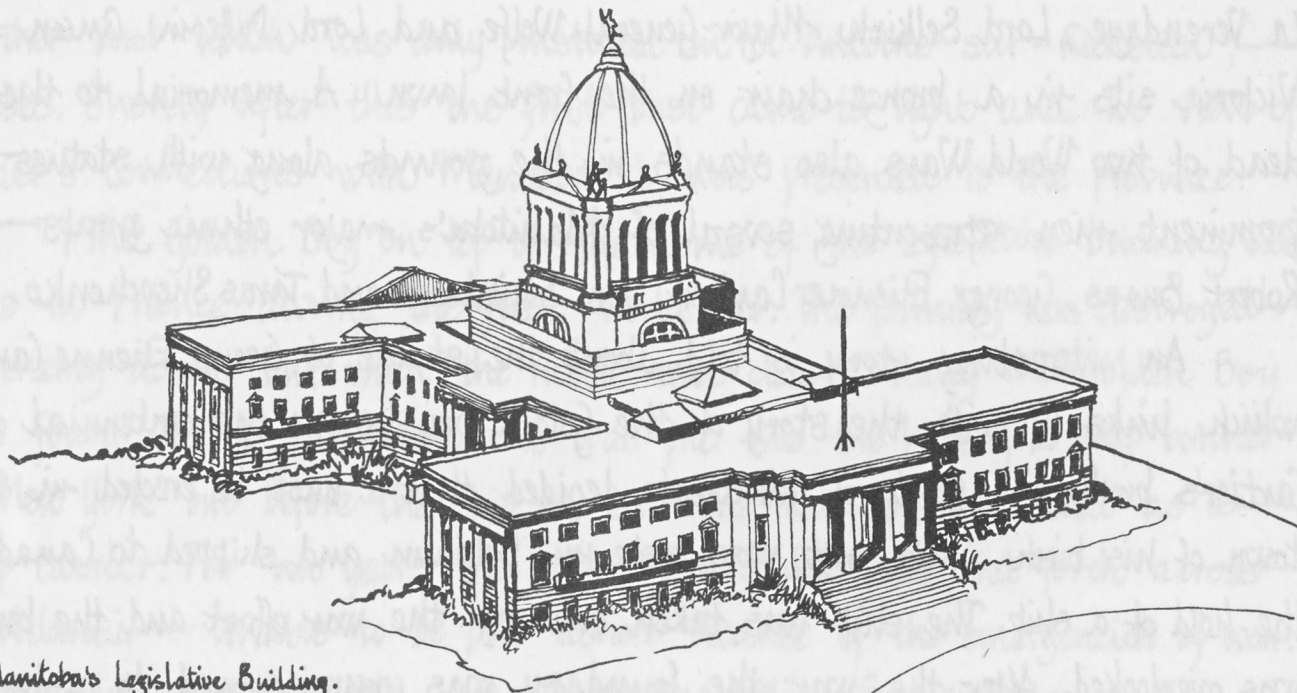
When in 1921 a law was passed to say that there would be no more bilingual schools unless they were private ones, many immigrants moved away from the province. The largest group being 'old colony' Mennonites who emigrated to Mexico. Now in 1966 many of the descendants



of these Mexican Mennonites are moving back to the province. When the Mennonites went to Mexico the Hutterites moved in so the population of the province changed very little.

In 1920 the Legislative Building, started in 1911 was finished and opened for business. It accommodates both the legislative and the administrative branches of government. Built large enough to meet the needs of a growing province the building is imposing—a symbol of strength and vitality—a focal point in the capital city. It is regarded as one of the finest neo-classical structures in the world. Most of the stone, a dolomitic limestone, was quarried at Garson, some thirty miles north of Winnipeg. Imposing statues located at the entrances of the building commemorate





Manitoba's Legislative Building.

La Verendrye, Lord Selkirk, Major-General Wolfe and Lord Dufferin. Queen Victoria sits in a bronze chair on the front lawn. A memorial to the dead of two World Wars also stands in the grounds along with statues of prominent men representing several of Manitoba's major ethnic groups — Robert Burns, George Etienne Cartier, Jon Sigurdson and Taras Shevchenko.

An interesting story is told about the statue of George Etienne Cartier which links up with the story of the Golden Boy. In 1914 the centennial of Cartier's birth the people of Montreal decided that a bust be erected in the town of his birth. This bust was cast in Belgium and shipped to Canada in the hold of a ship. The ship was taken over by the war effort and the bust was overlooked. After the war the foundry was commissioned to cast —

another bust which was duly installed in St. Antoine-sur-Richelieu, — Quebec. Shortly after this the first bust came to light and in view of Cartier's connections with Manitoba it was presented to the province.

The Golden Boy on top of the dome of the legislative building was caste in France during the first World War. The foundry was destroyed by enemy action but when the rubble was cleared away the Golden Boy was found to be unharmed. It was put into the hold of a ship bound for New York but before the ship set sail she was commandeered as a troop carrier. For two years the Golden Boy sailed back and forth across the Atlantic — unable to be put ashore because of the emergencies of war. Finally when the Armistice was signed the Golden Boy cradling a sheaf of

95.



wheat in his left arm, arrived in Winnipeg.

On the building itself are many symbols of the way of life and growth in the province. In its design and decoration, inside and out, the Manitoba Legislative Building holds a fascinating and challenging story, utilizing design from all ages and recognising the great law makers of the past as well as of the present.

In 1924 Sunday trains were started to Winnipeg Beach so that even the hard working poor could get out of the city. By this time also

the young were becoming hypnotised by the flickering screen — the movies were taking over from the live theatre. Music fared better than the theatre. Owing to the influence of the church and backed up by the Ukrainians, Polish and Jewish influence, male voice choirs had much success in the city. Literature and histories too were beginning to be written — although much literature was lost to the British immigrants because of the language barrier.

The years of 1929 to 1931 although Manitoba achieved full provincial status and the Winnipeg Blue Bombers were formed, with imported American players, were hard. They started with a drought, then came pests and — right on the heels of the pests came the Wall Street Crash, bringing —

97.

unemployment, a harsh economy with heavy taxes and the depression.

The depression years dragged into 1939 and then came the start of the second world war. There were many volunteers although it was 1941 before any action was seen by a Manitoban unit. Again Victoria Crosses were won by the men of the province who fought bravely during the war and their divisions took part in every theatre of it including the French resistance.

The war also brought on an industrial boom and Manitoba losing the reckless confidence of the early years of the century knew itself as one of the minor provinces of Confederation. When the war finished and the men returned the people found that they had braced themselves so long to



endure that it was not easy to rejoice in the victory or to expect too much from the future.

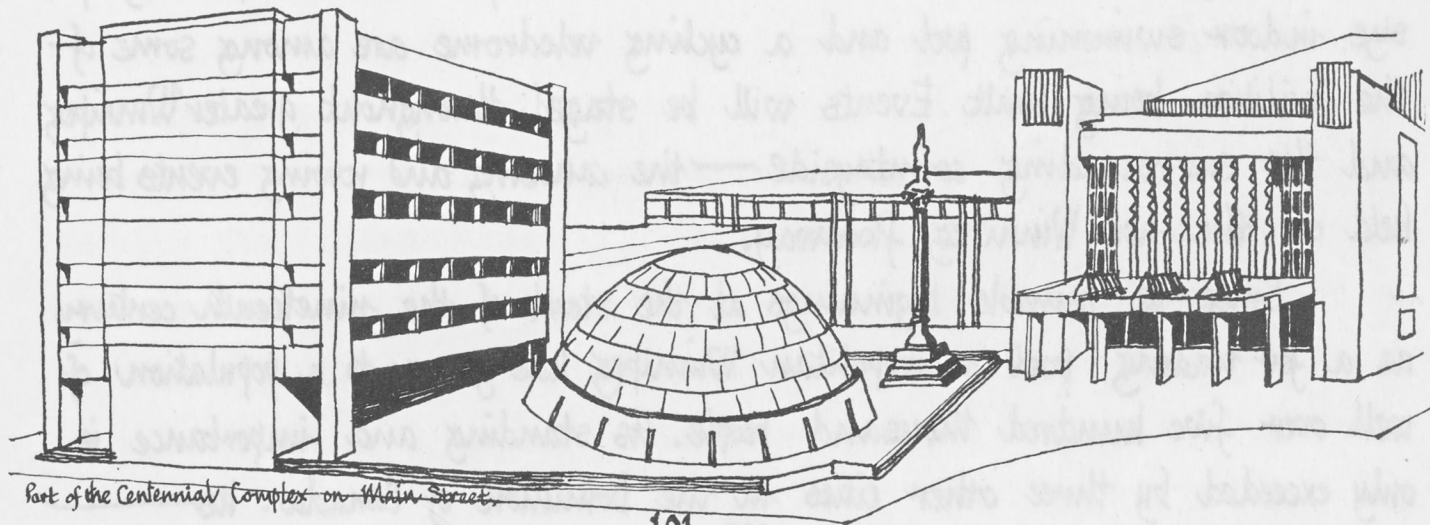
The post war brought prosperity, new roads were built, work was started to bring electricity to individual farms. A hospitalization scheme made the province almost a welfare state. The arts also flourished - the Winnipeg Symphony Orchestra was formed and the Winnipeg Ballet Company from its start in 1937 was granted permission to call itself the Royal - Winnipeg Ballet in 1952. Now this ballet company has earned itself a lively reputation all over the world.

In 1950 came one of the worst floods in the history of the area, when many homes and businesses were flooded out. But as usual with any

99.

disaster the people of Winnipeg banded together to help build dykes and to help the homeless.

Winnipeg has continued to grow and to prosper—new buildings have gone up and some of the worst eye sores have started to come down. Now with the centennial year and also the Pan American Games coming—next year in 1967 she has fulfilled her early promise of being one of the large metropolitan cities of Canada. Many new buildings and sports facilities are being built all over the city to commemorate Canada's first hundred years. The Centennial Complex on Main Street will house the museum, theatre, art gallery and planetarium to name but a few of the cultural—  
aspects of the city.



Part of the Centennial Complex on Main Street.

Also in 1967 Winnipeg will play host to the fifth Pan American Games. More than two thousand five hundred athletes are expected to take part from thirty three countries. A new track and field stadium, an olympic size indoor swimming pool and a cycling velodrome are among some of the facilities being built. Events will be staged throughout greater Winnipeg and the surrounding countryside—the canoeing and rowing events being held on the new Winnipeg floodway.

Since its humble beginnings at the start of the nineteenth century as a fur trading post metropolitan Winnipeg has grown to a population of well over five hundred thousand people. Its standing and importance is only exceeded by three other cities in the Dominion of Canada. Its——

geographical position places it at the crossroads of Canada's commerce and travel, the centre of a network of communications.

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